



**The Corporation of the County of Wellington
Planning Committee
Agenda**

May 9, 2013

10:45 am

County Administration Centre
Keith Room

Members: Warden Chris White; Councillors Maieron (Chair), Green, Watters, Whale

	Pages
1. Call to Order	
2. Declaration of Pecuniary Interest	
3. Planning Financial Statements as of April 30, 2013	3 - 4
4. Green Legacy Financial Statements as of April 30, 2013	5 - 6
5. Wellington County Fire Training Officer - Activity Report Linda Dickson	7 - 11
6. Green Legacy Minutes - March 25, 2013 Mark Van Patter	12 - 15
7. Public Meeting- Official Plan - 5 Year Review (Verbal) May 28, 2013- 7:00 pm, Aboyne Hall Gary Cousins	
8. 2013 Trail Update (PD2013-14) Sarah Wilhelm	16 - 27
9. Active Transportation (PD2013-15) Gary Cousins	28 - 40

10. **Closed Session**
11. **Rise and Report**
12. **Adjournment**

Next meeting date June 13, 2013 or at the call of the Chair.



County of Wellington
Planning
 Statement of Operations as of
 30 Apr 2013

	Annual Budget	April Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$40,000	\$1,704	\$9,319	23%	\$30,682
User Fees & Charges	\$230,000	\$18,320	\$69,405	30%	\$160,595
Internal Recoveries	\$500	\$0	\$2	0%	\$498
Total Revenue	\$270,500	\$20,024	\$78,726	29%	\$191,774
Expenditures					
Salaries, Wages and Benefits	\$1,613,300	\$139,819	\$519,935	32%	\$1,093,365
Supplies, Material & Equipment	\$48,000	\$17,586	\$21,945	46%	\$26,055
Purchased Services	\$424,400	\$5,129	\$102,907	24%	\$321,493
Transfer Payments	\$661,000	\$0	\$0	0%	\$661,000
Internal Charges	\$6,100	\$297	\$1,642	27%	\$4,458
Total Expenditures	\$2,752,800	\$162,832	\$646,430	23%	\$2,106,370
NET OPERATING COST / (REVENUE)	\$2,482,300	\$142,808	\$567,704	23%	\$1,914,596
Transfers					
Transfer to Capital	\$60,000	\$0	\$60,000	100%	\$0
Transfer to Reserves	\$225,000	\$0	\$0	0%	\$225,000
Total Transfers	\$285,000	\$0	\$60,000	21%	\$225,000
NET COST (REVENUE)	\$2,767,300	\$142,808	\$627,704	23%	\$2,139,596

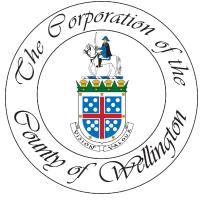


County of Wellington

Planning

Capital Work-in-Progress Expenditures by Department All Open Projects For The Period Ending April 30, 2013

	Approved Budget	April Actual	LIFE-TO-DATE ACTUALS			% of Budget	Remaining Budget
			Current Year	Previous Years	Total		
Upgrade Fire Paging Equip	\$50,000	\$0	\$0	\$25,605	\$25,605	51%	\$24,395
Emergency Management Vehicle	\$35,000	\$24,582	\$24,582	\$0	\$24,582	70%	\$10,418
Northern Internet Fibre Con	\$150,000	\$0	\$0	\$0	\$0	0%	\$150,000
Official Plan Update	\$40,000	\$0	\$0	\$0	\$0	0%	\$40,000
Total Capital	\$275,000	\$24,582	\$24,582	\$25,605	\$50,186	18%	224,814



County of Wellington
Green Legacy
 Statement of Operations as of
 30 Apr 2013

	Annual Budget	April Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Sales Revenue	\$2,000	\$0	\$0	0%	\$2,000
Other Revenue	\$0	\$2,388	\$6,388	0%	\$(6,388)
Total Revenue	\$2,000	\$2,388	\$6,388	319%	\$(4,388)
Expenditures					
Salaries, Wages and Benefits	\$439,000	\$53,103	\$139,065	32%	\$299,935
Supplies, Material & Equipment	\$99,500	\$3,796	\$8,879	9%	\$90,621
Purchased Services	\$80,200	\$2,923	\$9,147	11%	\$71,053
Insurance & Financial	\$8,800	\$0	\$7,769	88%	\$1,031
Internal Charges	\$7,000	\$0	\$30	0%	\$6,970
Total Expenditures	\$634,500	\$59,822	\$164,891	26%	\$469,609
NET OPERATING COST / (REVENUE)	\$632,500	\$57,434	\$158,502	25%	\$473,998
NET COST (REVENUE)	\$632,500	\$57,434	\$158,502	25%	\$473,998



County of Wellington

Green Legacy

Capital Work-in-Progress Expenditures by Department

All Open Projects For The Period Ending April 30, 2013

	Approved Budget	April Actual	LIFE-TO-DATE ACTUALS			% of Budget	Remaining Budget
			Current Year	Previous Years	Total		
Green Legacy Van	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
Total Capital	\$50,000	\$0	\$0	\$0	\$0	0%	50,000



Wellington County Training Officer

Centre Wellington Fire & Rescue Department
250 Queen Street West • Fergus, Ontario N1M 1S8
Tel: (519) 843-1950 ext. 228 • Fax: (519) 843-8801
e-mail: jkarn2@centrewellington.ca
website: www.centrewellington.ca

Office of the
Wellington County
Training Officer

Date: April 29th 2013

Subject: County Training Officers' Activity Report

The County Training Officers position has now been in place for approximately 18 months. This report will outline details from 2012 and the first quarter of 2013 in respect to firefighter training throughout Wellington County.

The previous activity report dated November 21, 2011 contained details of items that were in the beginning stages of implementation. These items included:

- Development of a County Training Officers website;
- Provide Live Fire Training for firefighters;
- Company Officer Development;
- Standardized Lesson Plans; and
- Firefighter Certification.

Each of the above items has been addressed and the following outlines the success of their implementation.

The "Wellington County Training Officers Website" is fully operational and is proving to be a valuable asset to the Station Training Officers and Firefighters.

As the County Training Officer, I post materials to the website that include lesson plans, presentations, important notices and information, videos, links to various fire service websites, and copies of various training forms and documentation. This site has enabled the Station Training Officers to prepare for training nights in advance by downloading materials when it is convenient for them to do so.

To date, approximately twenty-five different lesson plans following the Ontario Fire Marshal Firefighter Curriculum have been developed as well as numerous supporting presentations and videos. As of April 16th, 2013 the site had received 4400 views. Our website can be viewed at www.wctoa.com (password is "training").

Live Fire Training began in the fall of 2012, where several stations from Wellington County participated in scenarios at the Cambridge Fire Department Burn Tower. Live Fire Training will

Wellington County Training Officer

Centre Wellington Fire & Rescue Department
250 Queen Street West • Fergus, Ontario N1M 1S8
Tel: (519) 843-1950 ext. 228 • Fax: (519) 843-8801
e-mail: jkarn2@centrewellington.ca
website: www.centrewellington.ca

continue on a yearly basis and will see a greater number of stations participating as we begin to utilize the Guelph Fire Department “Burn Trailer”. This trailer is a mobile unit that can be moved to municipalities throughout Wellington County. The use of this unit will allow firefighters to participate in and receive valuable and realistic training in “Search and Rescue” and “Fire Suppression Operations”. Operators of the unit will be shared amongst the departments instead of each station requiring a specially trained person. This will be a cost effective way to deliver this style of training.

Company Officer training was a priority for firefighters and existing officers. During 2012 several Ontario Fire College Company Officer courses were held and delivered within the County. The Ontario Fire College courses completed in 2012 included: “*Company Officer 401*”, “*Introduction to Incident Management System*”, “*Trainer Facilitator*” and “*Community and Environmental Impact of Fire*”. A total of fifty firefighters participated in these courses.

A Wellington County course calendar was developed at the beginning of 2013 to continue to provide necessary Ontario Fire College courses to firefighters. During the first quarter of 2013, three Ontario Fire College courses have been delivered: “*Company Officer 101*”, “*Company Officer 401*” and “*Pump Operations*” with a total of sixty participants that have successfully completed these courses.

There has been an outstanding response and a high rate of participation for the Ontario Fire College courses being delivered at the local level. A “night school” method of course delivery is being used for 2013 instead of the traditional weekend offerings and has been well received. Currently the County Training Officer has the ability to deliver these Ontario Fire College courses at the local level which results in a dramatic decrease in student costs. An attachment accompanies this report that shows cost comparisons for courses delivered at traditional locations vs. the same courses being delivered at the local level.

Many of the firefighters that participated in the courses have received a “Level 1 Company Officer” designation from the Ontario Fire Marshal’s Office. This designation has become what Fire Chiefs across the province believe to be “best practice” for those acting in a command or supervisory role on the fire ground. The remainder of the 2013 schedule will see the next step in Officer development with “Level II Company Officer” courses being offered locally.

“Firefighter Certification” continues to move forward with many firefighters enrolled in the Provincial program. A large portion of weekly training sessions delivered at the local stations follow the Ontario Firefighter Curriculum. This allows firefighters to enroll in the certification process and participate in a series of four Provincial Firefighter exams which have been scheduled and held locally. Once completed, firefighters will receive their “Certified Firefighter” Designation and Certificate from the Ontario Fire Marshal.

Wellington County Training Officer

Centre Wellington Fire & Rescue Department
250 Queen Street West • Fergus, Ontario N1M 1S8
Tel: (519) 843-1950 ext. 228 • Fax: (519) 843-8801
e-mail: jkarn2@centrewellington.ca
website: www.centrewellington.ca

In 2012, seventy-eight firefighters participated in exams and so far in 2013 there have been thirty-two participants. Additional exams will be scheduled for 2013 and expect to see a high number of individuals continue to work towards completion and their certification.

In 2012 the Ontario Fire Marshal implemented a program for firefighters to become Certified “Incident Safety Officers”, a designation that is recognized throughout North America. This designation is a fire ground and emergency scene position that is deemed necessary to provide for firefighter safety as per Ontario’s Ministry of Labour. Fifty firefighters from Wellington County participated and received this very important certification at no cost to their department. The final exam was held at the Wellington County Museum in February of this year.

In order to support local fire departments a “County Training Library” was established where materials are moved around to the departments when requested or needed. This sharing of new resources not only reduced budget costs for individual departments, but also works to eliminate unnecessary duplication of expensive materials and publications. To supplement existing materials currently in use at local departments, \$1,330.37 was spent in 2012 to purchase educational materials which included books and DVD’s. The library will be expanded on a yearly basis.

As a way to supplement the efforts of local fire departments, the County Training Officer has begun to respond to daytime emergencies that would require the use of an Incident Safety Officer, which enables more flexible use of departmental manpower for other firefighting functions.

Wellington Dufferin Guelph Public Health offered “Designated Officer” training to the Emergency Services in 2012. Fire, police and ambulance all participated in this training session. Trained “Designated Officers” are an important resource for firefighters that may be exposed to infection or disease during their duties as a firefighter. Eight (8) fire personnel from local Fire Departments participated in the training and received their Designation. A master list of the Designated Officers has been created and can be utilized by all municipal firefighters.

New initiatives for 2013 include a joint “County Recruit Training Program” as well as a major shift in Firefighter Training Standards for Ontario.

Joint recruitment training would see new firefighters from the various stations come together as a single recruit class. This will result in the recruits having all learned identical skills required to become firefighters across the county and will decrease the training costs for participating departments.

The shift in Firefighter Training Standards will see the Province move from Ontario-based firefighter standards to the widely accepted National Fire Protection Association Standards for professional qualifications of firefighters. This change will impact content currently contained in lesson plans

Wellington County Training Officer

Centre Wellington Fire & Rescue Department
250 Queen Street West • Fergus, Ontario N1M 1S8
Tel: (519) 843-1950 ext. 228 • Fax: (519) 843-8801
e-mail: jkarn2@centrewellington.ca
website: www.centrewellington.ca

and taught to firefighters. Continual updating of lessons, content and skills-based testing will be necessary for the transition from Ontario standards to NFPA standards. Current participation in Ontario Fire College company Officer courses and Firefighter Certification will put municipal firefighters in Wellington County in an excellent position for successful transition to the National Fire Protection Association standards slated for April of 2014.

In order to continue to provide the best possible training to our firefighters we have committed to deliver courses and provide a flexible timetable that meets the needs of each of the local fire departments in Wellington County.

Respectfully Submitted by

Jonathan Karn
Fire Training Officer for Wellington County

Wellington County Training Officer

Centre Wellington Fire & Rescue Department
 250 Queen Street West • Fergus, Ontario N1M 1S8
 Tel: (519) 843-1950 ext. 228 • Fax: (519) 843-8801
 e-mail: jkarn2@centrewellington.ca
 website: www.centrewellington.ca

Cost comparison – Intro To IMS (held in Puslinch)

Station	OFC	ESTC - Blyth	Off-campus (using outside instructors)	Local Delivery (Cty T.O and 2 nd AI)
Puslinch (5 students)	\$325.00	\$2250.00	\$250.00	\$100.00
Eramosa (3 students)	\$195.00	\$1350.00	\$150.00	\$60.00
Centre Wellington (2 students)	\$130.00	900.00	\$100.00	\$40.00
Arthur (3 students)	\$195.00	\$1350.00	\$150.00	\$60.00
Mt. Forest (3 students)	\$195.00	\$1350.00	\$150.00	\$60.00
Minto (1 student)	\$65.00	\$450.00	\$50.00	\$20.00
County Totals	\$850.00	\$7650.00	\$850.00	\$340.00

Cost comparison CO-401 (held in Fergus)

Station	OFC	ESTC - Blyth	Off-campus (using outside instructors)	Local delivery
Puslinch (1 student)	\$65.00	295.00	\$53.00	\$0
Eramosa (9 students)	\$585.00	\$2655.00	\$477.00	\$0
Centre Wellington (1 students)	\$65.00	\$295.00	\$53.00	\$0
Arthur (5 students)	\$325.00	\$1475.00	\$265.00	\$0
Mt. Forest (2 students)	\$130.00	\$590.00	\$106.00	\$0
Mapleton (1 student)	\$65.00	\$295.00	\$53.00	\$0
County Totals	\$1235.00	\$5605.00	\$1000.00	\$0

Note : highlighted area denotes actual costs charged per dept.
 : local delivery resulted in high student enrollment for this course



**The County of Wellington
THE GREEN LEGACY MINUTES**



**March 25 at 9:00 am
Guthrie Room, Administration Centre**

Attendance: John Brennan, Paul Day, Mark Funk, Larry Halyk, Rob Johnson, Aldo Salis, Terry Schwan, John Scott, Walter Traschel, Mark Van Patter, Walt Visser, Brad Whitcombe

Absent: Warden Chris White, Lou Maieron, Gary Cousins, Andrea Ravensdale, Tracey Ryan, Scott Wilson

1. Review of November minutes / Changes to Agenda

There were no changes to the January minutes.

2. Communications

Mr. Van Patter went over the communications information provided by Ms. Ravensdale.

- An article on the Green Legacy and the County's Green Building Standards ran in the March issue of Business Review North America
- County Page features:
 - February 15 – Living Snow Fences Launch.
 - March 15 – Crop Yield Benefits
 - April 5- Municipal Tree Days and Site Preparation
 - April 19- Municipal Tree Days and Site Preparation
 - May 17- Tree Maintenance
- The Green Legacy will be an exhibitor at the FCM Conference in June
- The Green Legacy will not be an exhibitor at the AMO Conference this year

Mr. Johnson noted that he would be speaking about the Green Legacy to the Guelph Men's Club on April 1.

3. Nursery Update

Packaging of Orders

Mr. Johnson said that packaging of orders was on schedule. The Conservation Authority orders are down about 20,000 trees; however, there has been an increase in private orders. He felt that we might have 10,000 Norway Spruce leftover this season and that they would be potted. [Note: That these have largely been spoken for since the meeting].

School Seeding and Planting Days

Ms. Walsh and Mr. Remmer, staff, are in the schools now doing seeds in the classroom with the younger grades – approximately 300 styroblocks. Mr. Johnson is determining tree planting sites with the older grades. The actual planting is to begin in early April. He is anticipating an increase in school plantings, with a total of 15,000 to 20,000 trees this year.

Green Legacy Needs This Spring

Mr. Johnson felt that everything was on schedule for the upcoming season, and that staff was on top of everything. Additional help will not be needed.

4. Municipal Tree Days

We have scheduled the following days for the local municipalities:

- Saturday, April 27 – Mapleton, Puslinch
- Saturday, May 4 - Guelph/Eramosa, Wellington North, Erin
- Saturday, May 11 – Centre Wellington, Minto

Each municipality is to receive the following trees:

GREEN LEGACY TREE DISTRIBUTION 2013

Species Name	Quantity
White Cedar	1000
White Pine	1000
Norway Spruce	200
White Spruce	1480
Tamarack	180
White Ash	70
Red Oiser Dogwood	150
Silky Dogwood	70
Common Elderberry	70
American Elm	150
Silver Maple	230
Sugar Maple	200
Red Oak	110
Black Walnut	90
TOTAL	5000

Mr. Van Patter has arranged to have rented mobile signs in each municipality, the week prior to tree days. The cost is approximately \$60 to \$80 per sign per week. Guelph / Eramosa has its own sign, so only 6 signs will need to be rented. We have consulted with the Roads Division to ensure the signs are in compliance with the County's sign by-law. Since they are for a temporary special event, they are permitted. The Committee supported this purchase. Mr. Van Patter will organize getting the signs rented.

Tree information sheets will be provided again this year for local municipalities to hand out. Staff will be available to pick up any trees not taken and return them to the nursery.

5. Living Snow Fences

The following ad was placed on the County Page in Wellington Advertiser on February 15.

**LIVING SNOW FENCE
PROGRAMME**

Wellington County has partnered with the Grand River Conservation Authority to announce an exciting new programme! The living snow fence programme will use Green Legacy trees as windbreaks to reduce snow drifting onto roads. The living snow fence programme is free to any County resident with property along the rural roadside. Living snow fences have been proven to save lives and offer a variety of benefits, including:

- Keeping roads safer and open
- Reducing winter road maintenance costs
- Increasing farm crop yields

Programme conditions, include:

- Trees planted 30 metres inside property boundary
- Agree to keep trees for 15 years
- \$750 / acre incentive paid to landowner
- Priority sites - additional \$700 / acre

For more information, contact:
Mark Funk, Forestry Specialist, Grand River
Conservation Authority
T: 519.621.2763 x 2262 E: mfunk@grandriver.ca

Mr. Funk noted that the GRCA had several inquiries after the article appeared.

County Road foremen have developed a list of priority sites on County roads, where winter white outs and drifting are a problem. Mr. Van Patter is to mail out programme information to these owners. The owners have been mapped on our GIS system. The Committee requested that Mr. Van Patter send out the map to Committee members as well as to local municipalities.

6. Forest Conservation By-law Issues

There have been a few Forest Conservation By-law issues arising, that Mr. Van Patter thought would be of interest to the Committee. With high crop prices, there is increased pressure to clear land for agricultural use.

North of Drayton

A landowner who recently purchased a property destroyed several thousand trees. The trees were planted in 2010 and 2011 with plastic mulch at a cost of \$20,000 dollars. Most of the shallow rooted conifers were ripped out when the plastic was pulled off. Fortunately, most of the hardwoods with deep taproots survived. We have reached agreement with the owner to replant, rather than be charged under the Forest Conservation By-law. Several thousand have been planted already, with more to follow in the fall.

West Luther

Over several years, a landowner has been removing trees. Mr. Johnson heard of this and approached the owner. The owner has agreed to replant a similar area of trees. We are also trying to get an audience with local church elders, to educate the community about the Forest Conservation By-law.

7. Next Meeting

The next Green Legacy Committee meeting will be held on Monday, May 27 at 9:00 in the Guthrie Room at the County Administration Centre.



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Planning Committee
From: Sarah Wilhelm, Senior Planner
Date: Wednesday, February 6, 2013
Subject: **PD2013-14 2013 Trail Update**

1. Purpose

The purpose of this report is as follows:

- to consider appointments to the Kissing Bridge Trailway Advisory Board;
- receive the 2012 Kissing Bridge Trailway Annual Report; and
- outline the 2013 trail work plan.

2. Appointments

The Regional Municipality of Waterloo and the County of Wellington jointly appoint members to the Kissing Bridge Trailway Advisory Board. The Committee is made up of 17 members and 6 alternates appointed for staggered terms. The terms of eight board members expired at the end of 2012. The nominees recommended for re-appointment to the Kissing Bridge Trailway Advisory Board for three-year terms ending December 31, 2015 are as follows:

- Doug Martin (Lions Club of Elmira nominee)
- Bob Orth (Golden Triangle Snowmobile Club nominee – alternate representative)
- Al Murray (Conestoga-Winterbourne Optimist Club nominee)
- Art Woods (Lions Club of Elmira nominee – alternate representative)
- Nick Wetzal (Golden Triangle Snowmobile Association nominee)
- Jamie Bennett (Conestoga-Winterbourne Optimist Club nominee – alternate representative)
- Derek Kidnie (Linwood and District Lions Club nominee); and
- Glen Martin (Agricultural community representative), subject to his being formally nominated by the Waterloo Federation of Agriculture.

3. Annual Report

The Kissing Bridge Trailway Advisory Board reports on trail development and operation on a yearly basis. The "Fifteenth Annual Report of the Kissing Bridge Trailway Advisory Board for the Year 2012" is attached.

4. 2013 Work Plan

We intend to focus the majority of the Planning and Development Department's \$30,000 trail budget this year on maintenance and trail signage.

Maintenance

PRELIMINARY ESTIMATE: \$18,000

We maintain a combined distance of 11 km of the Kissing Bridge Trailway and Trestle Bridge Trail. In 2012, we plan to mow both trails three times, including trimming around barrier gates at road crossings. Annual mowing costs are approximately \$1,000 per km. On an as needed basis, we also control noxious weeds, tree pruning/removal and garbage removal. We have allowed for a contingency of \$2,000 within the preliminary estimate should special maintenance needs arise.

Over and above this contingency, we need to repair erosion damage near the Trestle Bridge. We will need to have the area assessed and repaired. We have set aside \$5,000.00 in the budget for these improvements.

Trail Promotion

PRELIMINARY ESTIMATE: \$1,000

We have set aside \$1,000 within the budget for costs associated with supporting trail events and printing for trail publications produced in-house.

Trail Signage

PRELIMINARY ESTIMATE: \$9,500

In our 5 Year Trail Plan we recommended that \$9,500 of the trail budget be used for design, fabrication and installation of identification, regulatory and directional signage for the Trestle Bridge Trail, Museum Trail and Aboyne Trail in 2012. We expect design guidelines for signage to be included in the Centre Wellington Trails Master Plan. In anticipation of the completion of the Plan this year, we shifted the signage work to the 2013 budget to ensure that we can implement the recommendations of the Plan in our work.

5. Recommendations

That the County of Wellington, in concert with the Region of Waterloo, re-appoint the following persons to the Kissing Bridge Trailway Advisory Board for three-year terms ending December 31, 2015:

Doug Martin (Lions Club of Elmira nominee)

Bob Orth (Golden Triangle Snowmobile Club nominee – alternate representative)

Al Murray (Conestoga-Winterbourne Optimist Club nominee)

Art Woods (Lions Club of Elmira nominee – alternate representative)

Nick Wetzel (Golden Triangle Snowmobile Association nominee)

Jamie Bennett (Conestoga-Winterbourne Optimist Club nominee – alternate representative)

Derek Kidnie (Linwood and District Lions Club nominee); and

Glen Martin (Agricultural community representative), subject to his being formally nominated by the Waterloo Federation of Agriculture.

That the 2012 Annual Report of the Kissing Bridge Trailway Advisory Board be received for information.

That the 2013 work plan be received for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Sarah Wilhelm', with a long horizontal flourish extending to the right.

Sarah Wilhelm, MCIP, RPP
Senior Planner



**Fifteenth Annual Report
of the Kissing Bridge Trailway Advisory Board
for the Year 2012**

Submitted to the Councils of
The County of Wellington
and
The Regional Municipality of Waterloo



February 2013



Table of Contents

Introduction	1
Trailway Advisory Board Activities	2
Renewal of Trailway Lease.....	2
Trans Canada Trail.....	2
Spring on the Trail	3
Promotion, Marketing, Awareness.....	4
Trailway Extension.....	4
Capital Improvements.....	4
Fencing.....	5
Concerns.....	5
Trail Conditions.....	5
Fundraising.....	6
Motorized vehicles.....	6
Activities Planned for 2013	6
Bridge Construction	6
Trail Inspection and Maintenance.....	6
Fundraising.....	6
Conclusion	7

Fifteenth Annual Report of the Kissing Bridge Railway Advisory Board

Introduction

In September 1997, the County of Wellington and Region of Waterloo jointly leased a 44.5 kilometre stretch of abandoned rail right-of-way from the Province for development as a multi-use recreational railway between the outskirts of the City of Guelph and the Village of Millbank. During the winter and spring of 1998, the County and Region concluded Railway Steward agreements with five community groups to develop and operate sections of the Railway. They are as follows:

Segment	→	Trailway Steward Group
Guelph to Grand River	→	Guelph Hiking Trail Club
Grand River to East Limit of Elmira	→	Conestogo-Winterbourne Optimist Club
East Limit of Elmira to Wallenstein	→	Lions Club of Elmira
Wallenstein to Linwood (Ament Line)	→	Linwood Lions Club
Linwood (Ament Line) to Millbank	→	Golden Triangle Snowmobile Association

Kissing Bridge Railway

Guelph to Millbank, Est. 1998

Legend

- Kissing Bridge
- Information
- Parking
- Bridge Out
- Kissing Bridge Trail
- Thames and/or Trail
- Kissing Bridge Station
- Camping Plots
- Setback
- Local Roads
- Major Roads
- Lakes and Rivers
- Municipal Boundaries

Spring on the trail | May 12th 2012

www.springonthe-trail.ca
info@springonthe-trail.ca

Kissing Bridge Railway Advisory Board
www.kissingbridgerailway.ca
info@kissingbridgerailway.ca

Our Trail Partners

In 1997, the County of Wellington and Regional Municipality of Waterloo jointly leased the 45 kilometre right-of-way from Guelph to Millbank from the Province. Within months, they had signed agreements with five community groups who volunteered to steward sections of the line. The development and operation of the Trailway is now being carried out by a volunteer Trailway Advisory Board jointly appointed by the County and Region at virtually no expense to taxpayers.

A Legacy of the Past

Built in 1911, at the height of the railway building boom, the Canadian Pacific Railway line from Guelph to Goderich once transported goods and passengers to Lake Huron. After it was abandoned in 1996, the Province of Ontario purchased the right-of-way for potential future use as a utility corridor. In the interim, multi-use recreation trails are being developed at the western end of the line in Goderich and at the eastern end in Waterloo Region and Wellington County.

Trail Uses

HIKING, BIKING AND CYCLING
CROSS-COUNTRY SKIING
SNOWSHOEWING
SNOWSHOEBLING (UNDESIGNATED SECTIONS ONLY)
ARCHERY, HUNTING, HORSES, MOTORCYCLES AND ALL TERRAIN VEHICLES ARE NOT PERMITTED ON TRAILWAY

PLEASE OBSERVE TRAIL RULES

- FOR USE ONLY DURING DAYLIGHT HOURS
- USE AT YOUR OWN RISK
- NO UNAUTHORIZED VEHICLES
- STAY ON TRAIL, RESPECT PRIVATE PROPERTY
- GOODS MUST BE KEPT UNDER CONTROL AT ALL TIMES

*YIELD TO FARM VEHICLES
*SEASONAL USE OF PESTICIDES
*NO OVERNIGHT CAMPING OR FIRE
*NO CONSUMPTION OF ALCOHOL OR DRUGS
*NO REMOVAL OF TREES OR VEGETATION

In May 1998, the County and Region jointly approved Terms of Reference for the Trailway Advisory Board, and appointed fifteen persons and four alternate representatives to the Board. Section 1.8 of the Terms of Reference states that the Board "will prepare an annual report to the Councils of the County of Wellington and Regional Municipality of Waterloo on its activities, initiatives, and proposals for the coming year." This is the fifteenth such annual report, and covers the year 2012.

In 2009, the Village of Millbank Association signed a co-stewardship agreement with the Golden Triangle Snowmobile Association and the County and Region to become steward of the segment between the Perth Waterloo boundary and Road 121 in Millbank. The Association now has a representative and alternate on the Board like the other Trailway Steward Groups.

During 2012 the steward groups carried out a range of activities including trail maintenance, installation of distance markers, and generally improving the overall appearance of the Trailway. The new Spring on the Trail Event has also been successful in promoting and raising funds for the trail. These activities have had a positive impact on the profile and use of the trail, particularly among local residents.

Trailway Advisory Board Activities

The Trailway Advisory Board met three times in 2012. For the most part, the meetings focused on activities involving development of infrastructure, promotion of trail use and maintenance required to ensure that Trailway users are provided with a safe and enjoyable experience.

Mike Curtis, representative of the Guelph Hiking Trail Club was re-elected Chair of the Trailway Advisory Board for 2012 and Doug Cerson, a business representative, was elected as vice-chair.

Renewal of Trailway Lease

The Trailway Lease expired in 2012. Subject to final signatures, the lease renewal has been arranged and includes a five year renewal to 2017. During the next lease period, both the Region and the County intend to seek a more permanent arrangement with the Province in light of the investment that would be involved in constructing a bridge over the Grand River. The Ontario Realty Corporation (ORC) has at different times indicated that it is satisfied with the maintenance of the property to date. During the lease negotiation, the Trans Canada Trail will also be addressed.

Trans Canada Trail

A major gap in the Kissing Bridge Trailway continues to be the Grand River near West Montrose in Woolwich Township. The missing bridge results in a significant detour for trail users travelling between Guelph and Elmira and has been identified as a major gap in the Trans Canada Trail in Southern Ontario. Regional Transportation and Environmental Services staff are providing technical advice on potential design solutions which address the configuration of the century-old abutments and piers which remain from the original bridge.

The County of Wellington has been working with adjoining landowners and local communities to align a section of the Trans Canada Trail along a portion of the former CN right-of-way between the eastern end of the Kissing Bridge Trailway and Elora. This is an essential link to connect the Waterloo-Wellington segment of the Trans Canada Trail to the route further east. In addition, the City of Guelph is preparing the southern approach to the Trailway as well as the connection to

the Kissing Bridge Trailway. This will link the eastern terminus of the Trailway with the River Run Centre in downtown Guelph. In 2002, it was determined to link the two trailways through the GRCA-owned Marden Tract.


Ongoing negotiations of County and City of Guelph staff have not secured necessary user lease agreements with Hydro One. Due to a prohibition of snowmobiling in the corridor by Hydro One, the Fergus/Elora/Belwood Snowmobile Club has withdrawn its earlier offer to steward this section. New steward group support will need to be secured to help build and maintain the trail.

When user lease agreements are in place for this 17 km trail, consideration will be given to bringing it under the auspices of the Kissing Bridge Trailway Advisory Board. The Board has already supported this concept in principle.

Spring on the Trail

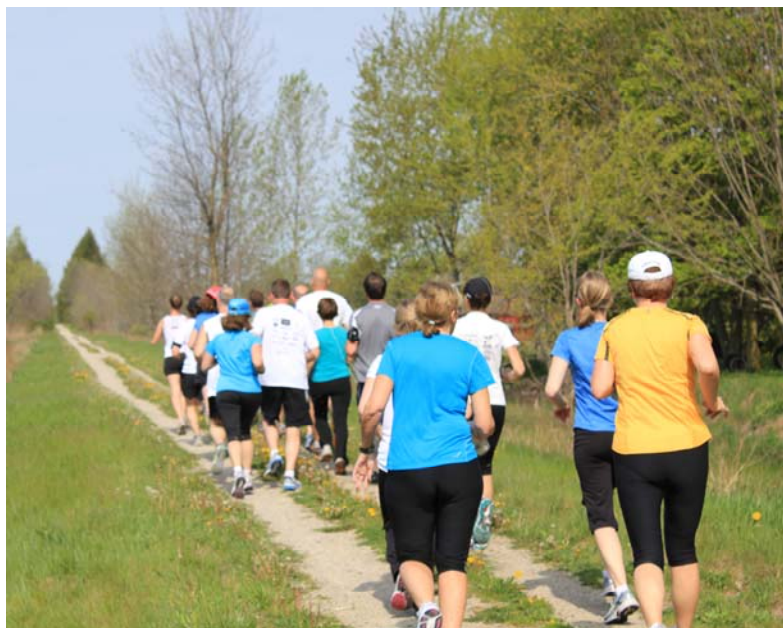
In 2010, a proposal was put forward by Doug Cerson, the business community representative, to organize an annual trail event. A subcommittee was formed to explore possibilities for such an event. The event is intended to promote activities along the length of the trail and to help to raise the local profile of the Trailway. The priority for the event is to raise funds for the two major bridges required across the Conestogo River (near Wallenstein) and the Grand River (near West Montrose).

On May 12, 2012, the second annual “Spring on the Trail” event was held. Attendance for this years event was very good, with over 1,000 participants and volunteers. Based on conversations with visitors, it appears that there is still an uneven level of awareness of trail within the communities it traverses. Thanks to various sponsors and donors who helped raise \$17,225 in prizes and donations, as well as the Grand River Amazing Race which raised approximately \$2000 for the trail. The next Spring on the Trail event is planned for May 11, 2013.



Spring on the trail...

Building Bridges
Connecting Communities
Wellington • Waterloo • Perth
Kissing Bridge Trailway



A website dedicated to the promotion of Spring on the Trail has been established at www.springonthetrail.com and continues to develop as time goes on. The website provides information on the event itself as well as about the Trailway in general and provides visitors with an opportunity to purchase a “passport” for the event on-line.

Promotion, Marketing, Awareness

In addition to the website devoted to promoting the annual trail event, a new Kissing Bridge Trailway website (www.kissingbridgetrailway.ca) was also launched through the volunteer efforts of a Research in Motion (RIM) employee. This website provides another way to expand awareness and provide information about the trail.

Regional Tourism Organization 4 (RTO4) which takes in Huron County, Perth County, Waterloo Region and Wellington County fits the trail geography well. The overall vision for the extension to Goderich provides a strong tourism draw across the RTO4 area. RTO4 sees trails and waterways as a huge tourism asset.

Trailway Extension

Huron and Perth. Discussions have been ongoing with the Counties of Huron and Perth with regard to extending the Trailway to the west. The Ontario Trails Council has been present at these discussions and is committed to working with the various organizations seeking to make it happen. Having Perth and Huron join Wellington and Waterloo in leasing the rail bed in its entirety from Guelph to Goderich would be of value in the renegotiation of the lease as well as securing a new lease in Perth and Huron. Also lending credence to the notion of the Guelph to Goderich trail is the fact that residents living in vicinity of rail corridor are already using the old rail bed in an informal fashion and are willing to support extension of the Kissing Bridge Trailway. Perth County has approved moving forward with the lease, while Huron County has yet to commit. Continuing to work along side with Huron County on the rail bed lease is an important factor which must be continued. This partnership will contribute to the comprehensiveness of the Kissing bridge trail and its lasting success.

Capital Improvements

Stairs to Trailway at Katherine Street. The completion of the Cox Creek bridge has forced the Board and the Guelph Hiking Trail Club to consider installing stairs from the trailway up to the east side of Katherine Street because this intersection is grade separated, and the side slopes of the trailway are very steep and densely treed with cedars. Board members were updated about recent progress toward the installation of the new stairs at Katherine Street. This project will proceed due to the monetary and in-kind donations. The stairs will include a bike trough and have turns incorporated into them.

The access will permit users easy access between the Trailway and Katherine Street which is the designated detour route on the east bank of the Grand River. Such a trail will also likely be associated with a small staging area and parking lot off Katherine Street. Even after the anticipated replacement of the Grand River bridge, a staging area will be required at this location to permit easy access to the Grand River.

Bridge(s) over the Grand and Conestogo Rivers. DEL Management, which looks after the province’s real estate holdings, has indicated that they would be willing to entertain proposals for suspension bridges over the Grand and Conestogo River provided that there would be barricades and the bridges were properly designed. Previously, it had been understood that all

bridge crossings had to permit the passage of a small pickup truck.



As part of the planning process, an Engineering Feasibility Study will be required to evaluate the condition and usability of the existing abutments and piers. Recent inquiries into bridge construction provided an approximate value of 1 to 1.5 million dollars for the project; costs can be reduced if existing in-water piers can be utilized as a support structure.

The Trans Canada Trail (TCT) Foundation has previously expressed interest in investing in the bridge, however, prior to any move toward building the bridge over the Grand River, full consultation and approval by Six Nations will be required. In response to a TCT Foundation request that a contribution from Kissing Bridge Trailway be made toward the cost of a feasibility study, the Advisory Board approved a contribution of up to \$1,000.00.

Fencing

At times, the Advisory Board receives requests from adjacent neighbours to have fencing installed between the Trailway and land that is being used for crops or pasture. The Fencing Sub-committee is headed by Glen Martin who is the agricultural community representative from Woolwich Township and is responsible for recommending reimbursement for fences. In recent years, the requests for fencing have been few indicating that in general there are few problems being experienced by landowners adjacent to the Trailway.

There have been some concerns identified by DEL management and neighbouring land owners that may be addressed through additional fencing. These concerns were related to issues of safety on the trail near problem areas such as ponds and roads. Fencing requests were also brought forward regarding the encroachment of farming practices onto trail property. These concerns will be further investigated by trail steward groups and Regional staff to help ensure the safety of users on the trail and define the right-of-way boundary of the trail.

Concerns

Trail Conditions

The Spring on the Trail event has brought Advisory Board members into more contact with neighbouring residents. With this increased contact has come additional comments about the need to address trail maintenance in specific areas. The comments have been communicated back to the responsible steward groups. Trail steward groups were asked to review their trail sections for hazards and routine maintenance requirements, particularly in light of increased use during the Spring on the Trail event.

Fundraising

The completion of the Trailway depends in large measure upon successful fundraising by the Trailway Steward Groups. Each group has held activities to generate moneys for trail construction. The Board has developed a brochure for use by steward groups in fundraising initiatives. Experience to date has shown that fundraising is more effective when members of the community groups approach others in their respective social and business networks to solicit contributions to their group's Trailway project rather than seek a donation to the Kissing Bridge Trailway as such.

The Spring on the Trail event is proving to be an effective means for raising funds as well as awareness of the Trailway. As the event goes forward each year, it is anticipated that the level of funds raised will continue to increase. Currently, efforts are underway to investigate means by which people will be able to make donations electronically and receive an appropriate tax credit.

Motorized vehicles

Electric Bikes (E-bikes) are becoming a concern on Trails throughout the province. After some discussion, the Board concluded that these sorts of vehicles would be considered a motorized vehicle and therefore, not be allowed. It was also noted that a motorized wheel chair would be allowed for accessibility purposes. No action is being taken at this time, but the issue will be discussed further as needed.

Activities Planned for 2013

Bridge Construction

Regional staff will continue to work with the Trans Canada Trail Foundation to explore financial and engineering options to replace the Grand River and Conestogo River bridges.

Trail Inspection and Maintenance

Each steward group will continue to conduct periodic inspection of their section of the Trailway and complete a Trail Condition Report. The steward groups will make sure that any required repairs are made in a timely fashion to ensure the safety and well-being of Trailway users and to provide a pleasurable experience for all. Steward groups will also check to see that signage and informational markings are intact and easily readable by Trailway users. Deficiencies and shortfalls not corrected by the steward groups themselves are reported to Regional and County staff for remediation.

Fundraising

The amount of money raised to date by the respective Trailway Steward Groups from private and corporate donors in the community demonstrates that local individuals value the Trailway in their community, and are prepared to provide financial support for its completion. Further, the Trailway has also attracted contributions from larger fundraising organizations such as the Trillium Foundation, TD Friends of the Environment, RInC, Wellington County and Waterloo Region. Improved signage at road intersections and kiosks is anticipated to further motivate additional giving.

The Spring on the Trail event has been a successful fundraising initiative for the trail. The event has also had spin off benefits in monetary, material and in-kind donations for specific trail improvements.

Conclusion

In conclusion, the Advisory Board is confident that the enthusiasm generated by the ongoing “Spring on the Trail” event and the increased interest in extending the Trailway into Perth and Huron Counties will provide increased overall support for the Kissing Bridge Trailway. The board is looking forward to a year of ongoing maintenance and promotional activities in 2013.

Respectfully submitted,



Mike Curtis, Chair (2012)
Trailway Advisory Board

February 2013





COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Planning Committee
From: Gary Cousins, Director of Planning
Date: Thursday, May 9, 2013
Subject: **Active Transportation – 5 Year Plan (PD2013-15)**

1. **Background:**

Wellington County, the Health Unit and seven local municipalities formed an Active Transportation Steering Committee in 2010 and engaged consultants to develop a Master Plan between June 2011 and September 2012. The goals of the Master Plan were:

- a system promoting walking and cycling for leisure and commuting
- a county wide system both on and off road
- increased safety standards to encourage more residents to walk or cycle

The Master Plan was completed in September 2012 and was presented to all Councils. In January 2013 County Council set aside \$225,000 for active transportation but asked Planning Committee to report back before spending any money.

2. **Concerns:**

While the Plan fulfills the Terms of Reference as originally set out, it also has raised a number of significant concerns with County and local councilors, including:

- a) the \$23 million cost is too great
- b) safety concerns and unclear provincial legislation related to paved shoulders
- c) the need for the north south spine related to the potential for long distance biking
- d) County-local cost sharing placing pressure on local budgets if County wanted to proceed
- e) spending County money on local road infrastructure
- f) the need for equity in spending across the County

The most significant concerns seemed to be cost and safety.

2a) **Costs**

Table 1 (attached) shows the County, local and total cost of various active transportation facilities. County costs would be \$13.5 million and local costs \$9.7 million for a total cost of over \$23 million.

The majority of county costs were for paved shoulders while the majority of local costs were for trails.

2b) **Safety**

Safety issues primarily relate to the development of paved shoulders. There are concerns that encouraging increased cycling on rural roads will lead to greater conflict between cars and bikes.

Unclear provincial legislation which currently prohibits vehicles (including bicycles) from travelling on the shoulder also raises issues of liability for many. The province has not addressed this issue to date.

In June 2012 the Office of the Chief Coroner of Ontario issued a review of all accidental cycling deaths from January 1, 2006 to December 31, 2010. One of the recommendations of the report was to prioritize the development of paved shoulders on provincial highways.

The Ontario Ministry of Transportation published a draft “Cycling Strategy” in November 2012 which stated “Examples of the ways that cycling can be accommodated include bike lanes in urban areas, shoulder bikeways in rural areas, off road trails or paths and where traffic volume and speed is low enough, simple signage. Providing paved shoulders where appropriate could also improve the safety of all road users.”

3. **Active Transportation Facilities**

The Active Transportation Master Plan contained three main facilities:

- paved shoulders
- off road trails
- signed routes

Table 1 shows the cost breakdown for each type of facility.

3a) **Paved Shoulders**

The most contentious facility in the Plan is paved shoulders. Concerns are;

- safety
- cost / liability
- unclear provincial legislation

Recent reports from the Ontario Coroner and MTO seem to indicate a growing view that paved shoulders represent an improvement in safety for all road users. There is a movement to support paved shoulders on relatively high volume and high speed roads whereas the County Active Transportation Plan tried to use lower volume and lower speed local roads to locate paved shoulders. This has also raised a concern about the County funding local infrastructure.

The issues of cost and unclear provincial legislation remain. The financial impact of removing paved shoulders from the Master Plan is shown on Table 2 (below). Under the funding formula in the Master Plan, the majority of costs shift to local municipalities.

Table 2 Cost Impacts

□ Removing paved shoulders from the Active Transportation Plan (except for limited purposes) will reduce costs as follows*:

	With Paved Shoulders	Without Paved Shoulders
County	\$13.5 million	\$2.5 to 3 million
Local	\$9.7 million	\$7.5 million
Total	\$23.2 million	\$10 to 10.5 million

*based on Active Transportation Plan funding model

4. **Trails**

There seems to be general support for trail development as it is off road and can support both walking and cycling.

Tables 1 and 2 illustrate that over 70% of trail costs are local under the proposed funding formula. Local trail development is largely confined to urban areas. The one major County Trail identified in the Plan is the completion of the Trans Canada Trail.

The Trans Canada Trail would cost over \$2 million to complete as set out in the Plan; (Option 1) however, a much less expensive alternative is possible (Option 2). By linking Elora to Ariss and the Kissing Bridge Trail the cost can be reduced to \$375,000, (it should be noted that the report relies on unit costs rather than pricing individual routes – it is likely that the development of the Trans Canada Trail along Cottontail Road would cost significantly less as the route is cleared and has a good base already).

5. **Signed Routes**

Signed routes are on-road bicycle routes on low volume paved roads – usually local roads. The routes are intended to provide safer links between communities or destinations such as Conservation Areas. They are a very low cost facility because the only cost is for signage.

An example of a signed route would be in Minto and Wellington North connecting Harriston and Mount Forest and Pike Lake. The proposal from the Active Transportation Study is shown as Option 1 while a lesser cost option relying mostly on signed routes is shown as Option 2.

6. **Developing a Short Term Plan**

Active Transportation is a field that is currently evolving and there are significant questions related to value for money, liability, legislation and technical approaches.

Given the concerns that have been expressed, County Council and local councils could consider moving forward with facilities that have broad support and which can be accomplished with reasonable costs over a short term period (5 years).

The following plan could be considered:

- a) Set aside “paved shoulder” facilities until there is clear provincial legislation governing bicycling on the shoulders of roads and until the provincial cycling strategy is approved. (Small paved segments could be considered if necessary to develop other facilities)
- b) Establish a County funding programme in which the County will contribute 50% of the cost of locally initiated projects for:
 - off road trails
 - signed routes
- c) Complete the Trans Canada Trail from Elora to Ariss as a County project.
- d) Review the Active Transportation Plan in 5 years

7. **Budget Impacts**

Completing the Trans Canada Trail would be a priority project and could start this year or next. The estimated cost using unit costs from the study is \$375,000. Based on the County’s experience in developing the Kissing Bridge Trail and the Library Trail, it could be completed for less money. We would need to get some detailed cost estimates to move forward.

Providing County funding to cost share locally initiated projects can address issues of:

- equity
- local control of budget process
- value for money (based on local perception)

County Council can determine a budget amount that it is prepared to fund over 2013-2017 and make a portion available to each municipality. As an example, if County Council was prepared to contribute \$100,000 to each local municipality over the period the total 5 Year Budget for Active Transportation would be \$1,075,000 or \$215,000 per year (\$700,000 local projects, \$375,000 Trans Canada Trail). The actual amount to be raised could be determined through the 5 Year Plan and 2014 Budget process.

8. Recommendations:

1. That this report be circulated to local municipalities for comment.
2. That staff develop a more detailed costing to complete the Trans Canada Trail in Wellington County.
3. That this report and local input be used to address Active Transportation in the 5 Year Plan process.

Respectfully submitted,



Gary Cousins,
Director of Planning

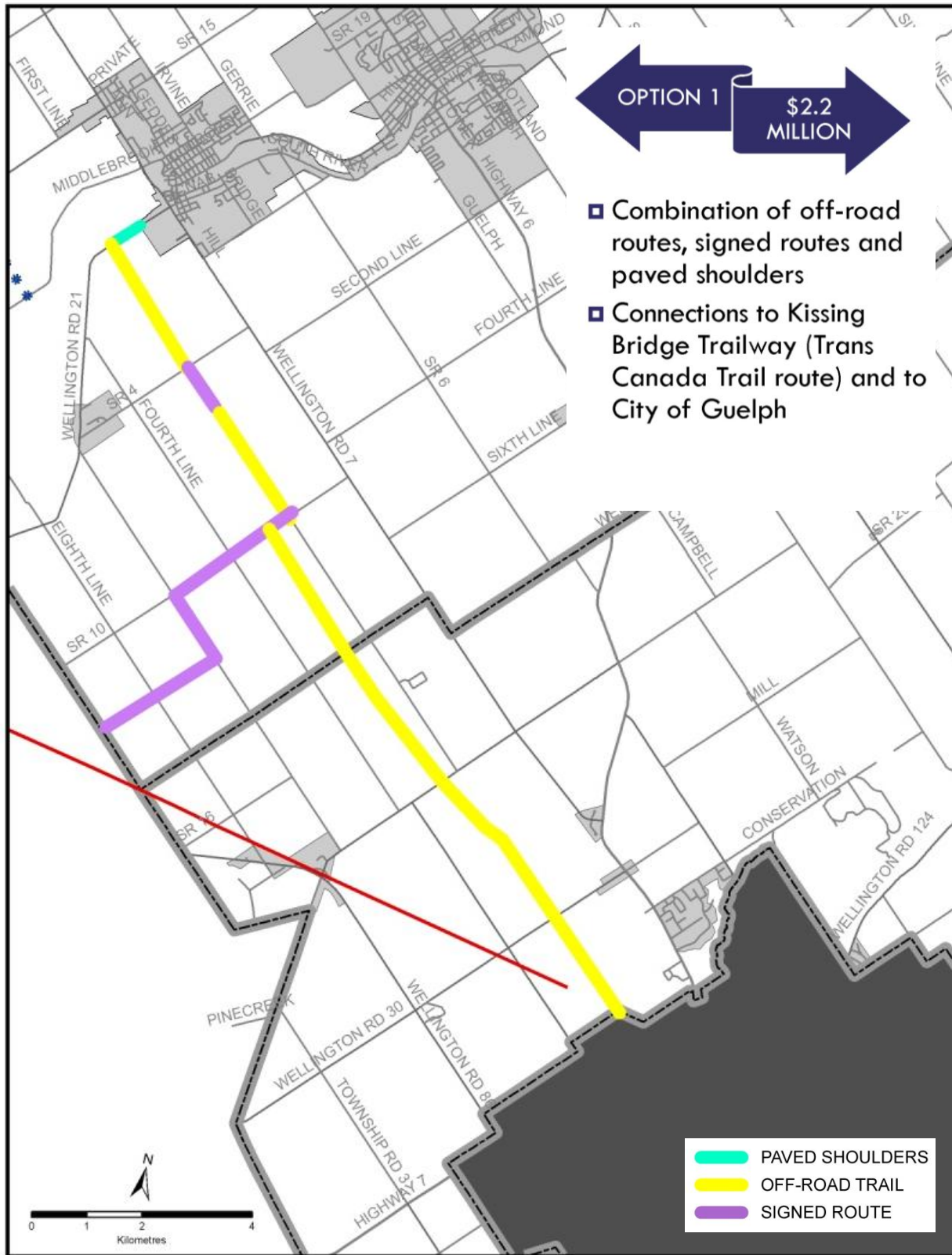
Attachments:

Table 1	Total Cost Breakdown
Figure 1	Option 1 – Trans Canada Trail
Table 3	Cost Breakdown, Option 1 – Trans Canada Trail
Figure 2	Option 2 – Trans Canada Trail
Table 4	Cost Breakdown, Option 2 – Trans Canada Trail
Figure 3	Option 1 – Harriston/Mount Forest/Pike Lake
Table 5	Cost Breakdown, Option 1 – Harriston/Mount Forest/Pike Lake
Figure 4	Option 2 – Harriston/Mount Forest/Pike Lake
Table 6	Cost Breakdown, Option 2 – Harriston/Mount Forest/Pike Lake

Table 1 Total Cost Breakdown
Timeframe: Beyond 20 Years

Facility Type	Length	County Cost	Local Cost	Combined
	km	\$	\$	\$
Paved Shoulder (County Road)	151.7	8,343,500	-	8,343,500
Paved Shoulder (Local Road on Spine)	8.9	489,500	-	489,500
Paved Shoulder (Local Road)	82.4	2,266,000	2,266,000	4,532,000
Bike Lane (County Road)	0.8	160,000	-	160,000
Signed Route (County Road)	76.1	30,440	-	30,440
Signed Route (Local Road on Spine)	78.2	31,280	-	31,280
Signed Route (Local Road)	337.1	67,420	67,420	134,840
Signed Sharrow Route (County Road)	16.7	116,900	-	116,900
Signed Sharrow Route (Local Road on Spine)	1.6	11,200	-	11,200
Signed Sharrow Route (Local Road)	8.6	1,720	1,720	3,440
Trail (County)	13.1	1,965,000	-	1,965,000
Trail (Local)	49.2	-	7,380,000	7,380,000
TOTAL	824.4	13,482,960	9,715,140	23,198,100

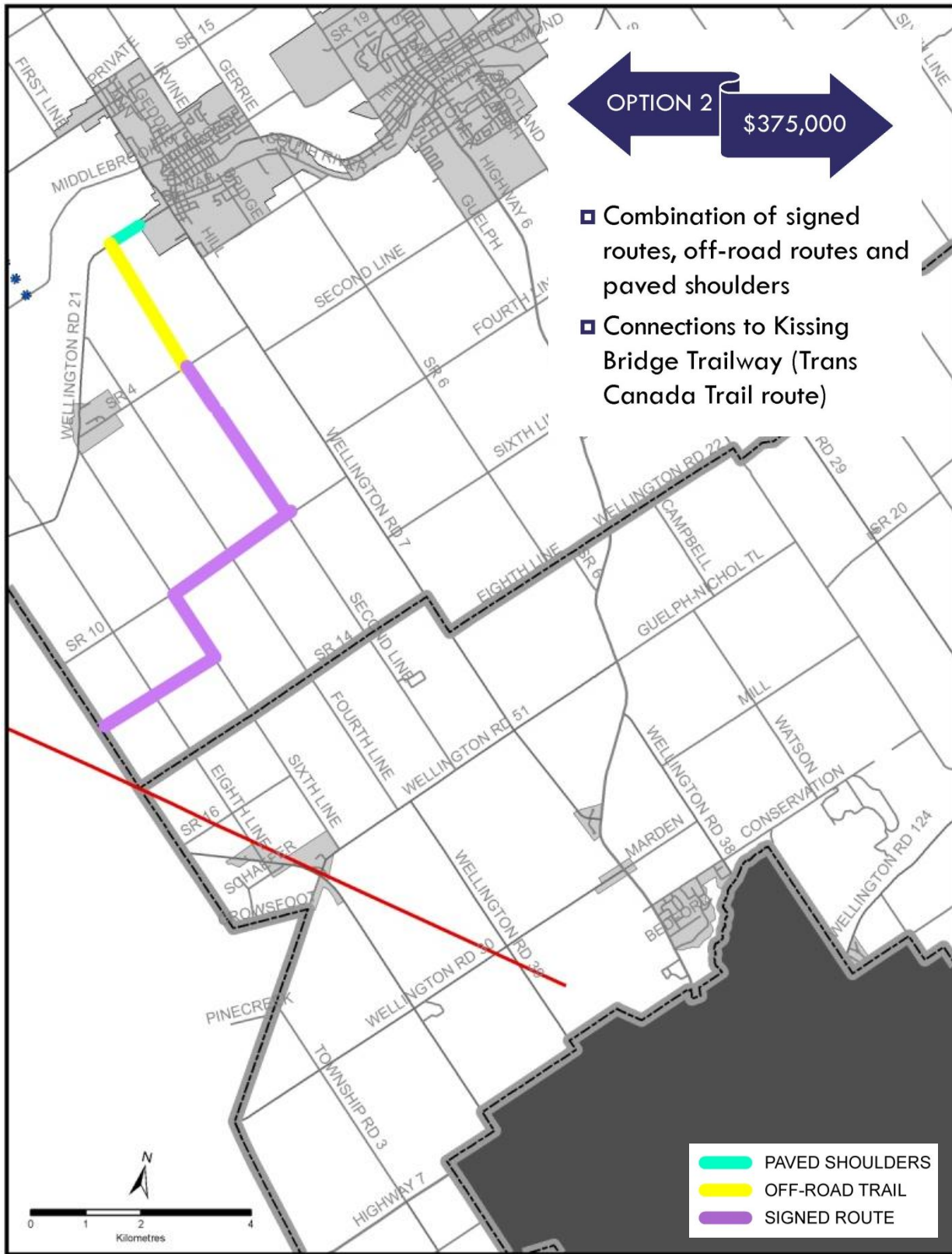
Figure 1 Option 1 – Trans Canada Trail



**Table 3 Cost Breakdown
Option 1 – Trans Canada Trail**

Segment	Facility Type	Length	Unit Cost	Total Cost
		km	\$	\$
Wellington Road 21 (from Cottontail Road to HWY 7)	Paved Shoulder	0.6	55,000	33,000
Cottontail Road	Multi-Use Trail	2.6	130,000	338,000
Second Line	Signed Route	1.0	200	200
Second Line	Multi-Use Trail	2.2	130,000	286,000
Sideroad 10 (from Second Line to Sixth Line)	Signed Route	2.5	200	500
Sixth Line (from SR 10 to SR 12)	Signed Route	1.8	200	360
Sideroad 12 (from Sixth Line to Weisenberg Road)	Signed Route	2.4	200	480
Railway ROW (Sideroad 10 to Sideroad 14)	Multi-Use Trail	2.8	130,000	364,000
Railway ROW (Sideroad 14 to WR 51)	Multi-Use Trail	3.0	130,000	390,000
Railway ROW (WR 51 to WR 30: Marden Park)	Multi-Use Trail	3.3	130,000	429,000
Railway ROW (WR 30 to Guelph Limit)	Multi-Use Trail	2.0	130,000	260,000
	Bridge	1	100,000	100,000
TOTAL				2,201,540

Figure 2 Option 2 – Trans Canada Trail



**Table 4 Cost Breakdown
Option 2 – Trans Canada Trail**

Segment	Facility Type	Length	Unit Cost	Total Cost
		km	\$	\$
Wellington Road 21 (from Cottontail Road to HWY 7)	Paved Shoulder	0.6	55,000	33,000
Cottontail Road	Multi-Use Trail	2.6	130,000	338,000
Second Line	Signed Route	1.0	200	200
Second Line	Signed Route	2.2	200	440
Sideroad 10 (from Second Line to Sixth Line)	Signed Route	2.5	200	500
Sixth Line (from SR 10 to SR 12)	Signed Route	1.8	200	360
Sideroad 12 (from Sixth Line to Weisenberg Road)	Signed Route	2.4	200	480
TOTAL				372,980

Table 5 Cost Breakdown
Option 1 – Harriston/Mount Forest/Pike Lake
Signed Route

Segment	Facility Type	Length	Unit Cost	Total Cost
		km	\$	\$
Highway 89 (from Harriston limit to Blind Line)	Paved Shoulder	0.6	55,000	33,000
Highway 89 (from Blind Line to Tenth Line)	Paved Shoulder	0.5	55,000	27,500
Tenth Line (from Hwy 89 to Rd 3)	Signed Route	1.9	200	380
Tenth Line (from Road 3 to Pike Lake Road)	Signed Route	2.0	200	400
Tenth Line (from Pike Lake Road to Road 1)	Signed Route	2.1	200	420
Tenth Line (from Road 1 to WR 6)	Signed Route	2.0	200	400
Wellington Road 6 (from Tenth Line to Twelfth Line)	Paved Shoulder	2.0	55,000	110,000
Pike Lake Road (from Tenth to Twelfth Line)	Signed Route	2.0	200	400
Pike Lake Road (from Twelfth Line to Hwy 89)	Signed Route	2.0	200	400
Lover's Lane (from HWY 89 to WR 6)	Signed Route	2.9	200	580
TOTAL				173,480

Figure 4 Option 2 - Harriston/Mount Forest/Pike Lake Signed Route

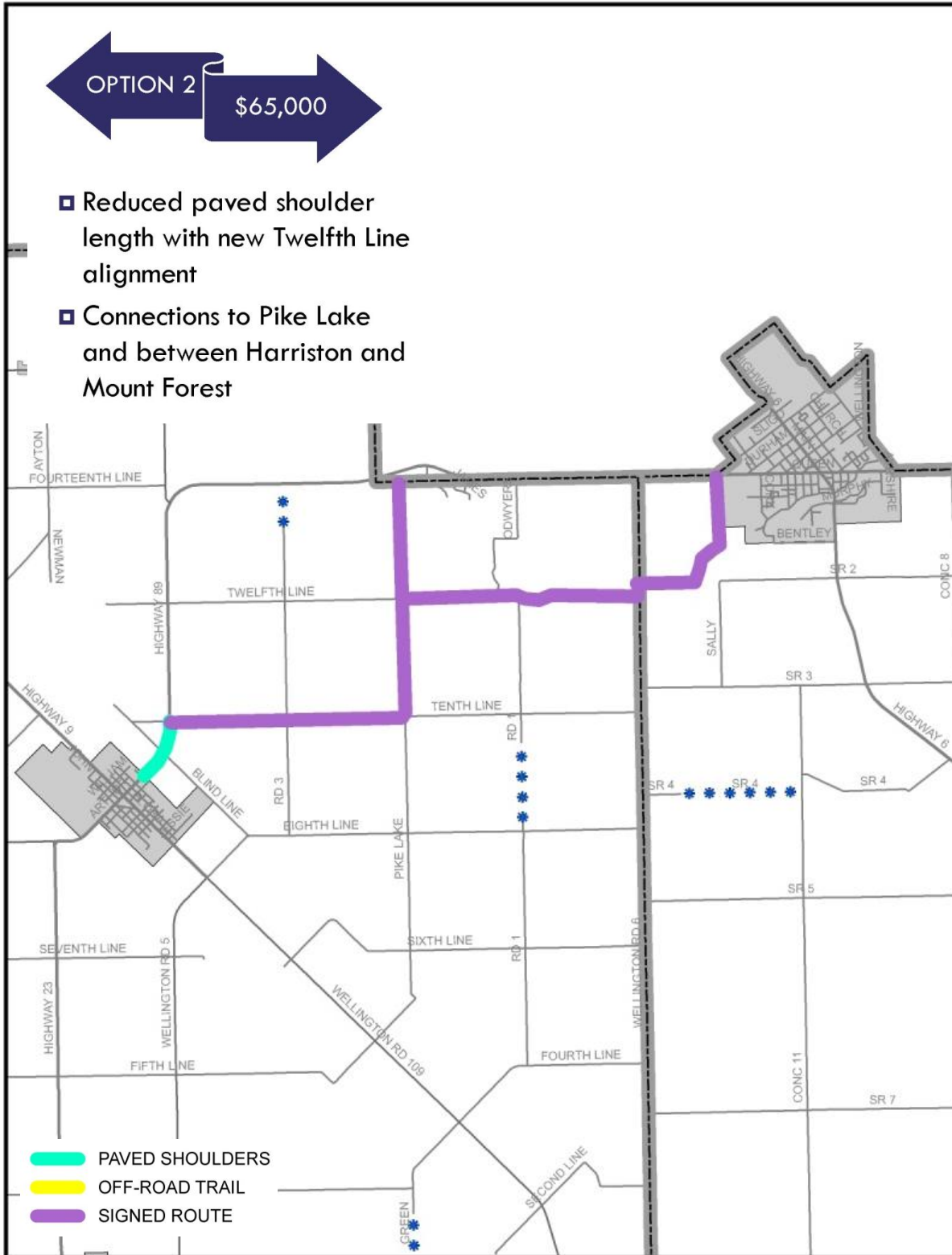


Table 6 Cost Breakdown
Option 2 – Harriston/Mount Forest/Pike Lake
Signed Route

Segment	Facility Type	Length	Unit Cost	Total Cost
		km	\$	\$
Highway 89 (from Harriston limit to Blind Line)	Paved Shoulder	0.6	55,000	33,000
Highway 89 (from Blind Line to Tenth Line)	Paved Shoulder	0.5	55,000	27,500
Tenth Line (from Hwy 89 to Rd 3)	Signed Route	1.9	200	380
Tenth Line (from Road 3 to Pike Lake Road)	Signed Route	2.0	200	400
Tenth Line (from Pike Lake Road to Road 1)	Signed Route	2.1	200	420
Road 1 (from Tenth to Twelfth Line)	Signed Route	2.0	200	400
Twelfth Line (from Road 1 to WR 6)	Signed Route	2.2	200	440
Pike Lake Road (from Tenth to Twelfth Line)	Signed Route	2.0	200	400
Pike Lake Road (from Twelfth Line to Hwy 89)	Signed Route	2.0	200	400
Lover's Lane (from HWY 89 to WR 6)	Signed Route	2.9	200	580
TOTAL				63,920